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BEFORE COMPLETING FORM REPORT DOCUMENTATION PAGE 1. REPORT NUMBER 2. GOVT ACCESSION NO. 3. RECIPIENT'S CATALOG NUMBER AMRL-TR-75-5**/ -** V**6L**-<u>136</u> USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK. F-111A Aircraft Noise Suppressor, Far-6. PERFORMING ORG. REPORT NUMBER Field Noise. AUT IOR(a) in the AF32 A-1 Robert A. PERFORMING ORGANIZATION NAME AND ADDRESS PROGRAM ELEMENT, PROJECT, AREA & WORK UNIT NUMBERS Aerospace Medical Research Laboratory Aerospace Medical Division, Air Force 7231-07-05 Systems Command, Wright-Patterson AFB OH 11. CONTROLLING OFFICE NAME AND ADDRESS 45423 Same as above 100 14. MONITORING AGENCY NAME & ADDRESS(If different from Controlling Office) 15. SECURITY CLASS. (of this report) Unclassified 15a, DECLASSIFICATION/DOWNGRADING 16. DISTRIBUTION STATEMENT (of this Rep Approved for public release; distribution unlimited. 17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report) echnica 19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Aircraft Noise Suppressor Noise Environments Suppressors Bioenvironmental Noise Aircraft F-111A Aircraft

20. ABSTRACT (Continue on reverse side if necessary and identify by block number) The AF32A-13 noise suppressor is made by the Industrial Acoustics Corporation for acoustical suppression of the F-111A aircraft. This report provides measured and extrapolated data defining the bioacoustic environments produced by this aircraft operating in the AF32A-13 noise suppressor for five power conditions.

field data measured at 19 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters

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to derive sets of equal-value contours for seven acoustic measures as functions of angle and distance from the source. Refer to Volume 1 of this handbook, "USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application", AMRL-TR-75-50(1) 1975, for discussion of the objective and design of

the handbook, the types of data presented, measurement procedures,

instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc.

PREFACE

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 723107, Technology to Define and Assess Environmental Quality of Noise From Air Force Operations.

The author gratefully acknowledges Mr. John Cole and Mr. Robert Powell for their assistance in preparing this report, Mr. Jerry Speakmen for his assistance in acquiring the raw data, Mr. Keith Kettler, Mr. Henry Mohlman and Mr. Fred Lampley of the University of Dayton for assistance in the mechanics of data processing, and Mrs. Peggy Massie for assistance in typing this report.

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INTRODUCTION

The F-111A aircraft is a long-range, fighter-bomber aircraft powered by two Pratt and Whitney TF30-P-3 engines. This aircraft is manufactured by General Dynamics and is used to effectively deliver a full spectrum of tactical weapons against enemy targets in any weather, day or night. The AF32A-13 noise suppressor is made by Industrial Acoustics Corporation to provide noise level reduction for all F-111 aircraft during ground runup operations.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft in this suppressor system during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the F-111A aircraft operating in the AF32A-13 noise suppressor.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15°C temperature, 70% rel humidity, 0.760 meters Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

Cole, John., USAF Bioenvironmental Noise Data Handbook Volume 1: Organization, Content and Application, AMRL-TR-75-50 (1), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), AMRL, WPAFB, OH, 1975.

FAR-FIELD NOISE

MEASUREMENTS

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AMRL acquired the far-field data during a 1-2-hour test period, thus keeping similar meteorological conditions. Figure 1 shows the ground runup pad, ground cover, aircraft orientation and the 19 microphone measurement sites on a semicircle. The center of the 100 meter radius semicircle used in surveying the AF32A-13 suppressor was on the ground directly below the center of the exhaust stack.

Table 1 provides cockpit readouts of engine characteristics (% RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

All microphone measurement sites are in the acoustic far-field of their source where the sound wave-fronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

RESULTS

Table 2 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15°C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the F-111A aircraft operating in the AF32A-13 noise suppressor in a standard format.

Estimates of the noise levels for intermediate power settings (e.g., 90% RPM) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 3 through 9 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

Data excessively influenced by spurious background electronic noise were eliminated from all figures and tables.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were so low.

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

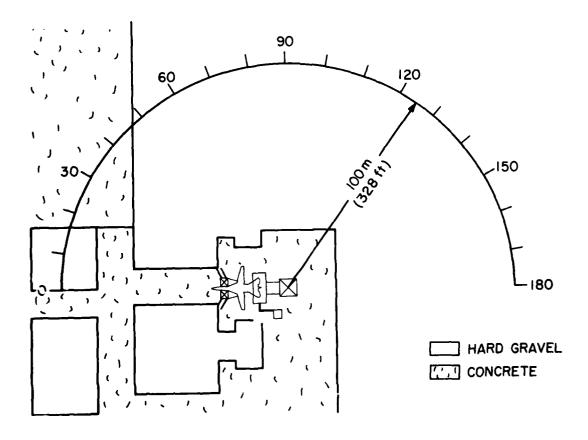


Figure 1. Far-Field Measurement Locations at Nellis AFB, NV

TABLE 1

TEST CONDITIONS FOR FAR-FIELD NOISE MEASUREMENTS

F-111A Aircraft in The AF32A-13 Noise Suppressor, Ground Runup Nellis AFB NV Tail #67035

Aircraft Engine Operation

Idle One Engine

66.9 % RPM

558 C, Turbine Inlet Temperature

900 LBS/HR, Fuel Flow

75% RPM One Engine

75 % RPM 726 C, TIT 1500 LBS/HR, FF

Military Power One Engine

96.5 % RPM 1086 C, TIT 5900 LBS/HR, FF

Zone 3 Afterburner One Engine

96.4 % RPM 1094 C, TIT 20,200 LBS/HR, FF

Zone 5 Afterburner

One Engine 96.1 % RPM 1104 C TIT 33,800 LBS/HR, FF

Meteorology

 Temperature
 24 C

 Bar Pressure
 .713 M Hg

 Rel Humidity
 31 %

 Wind — Speed
 Calm

 — Direction
 Calm

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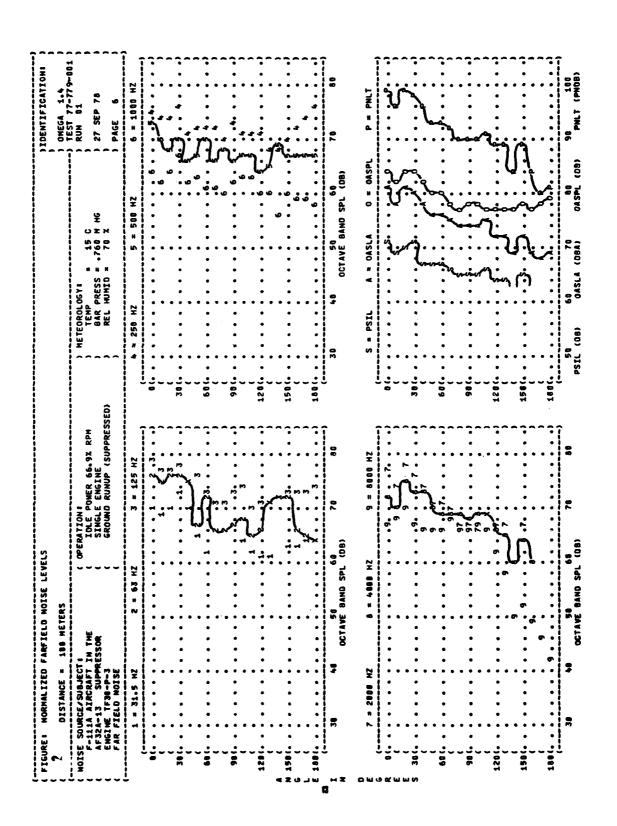
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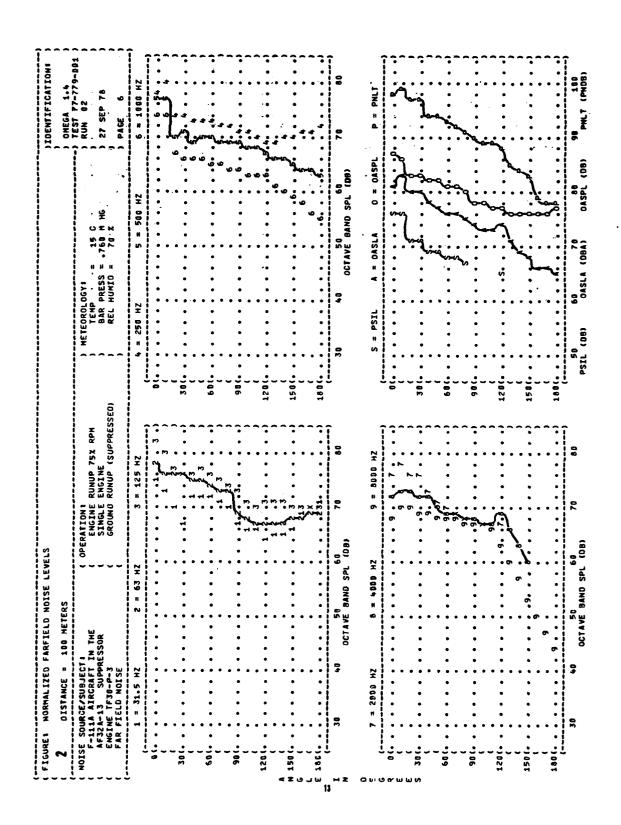
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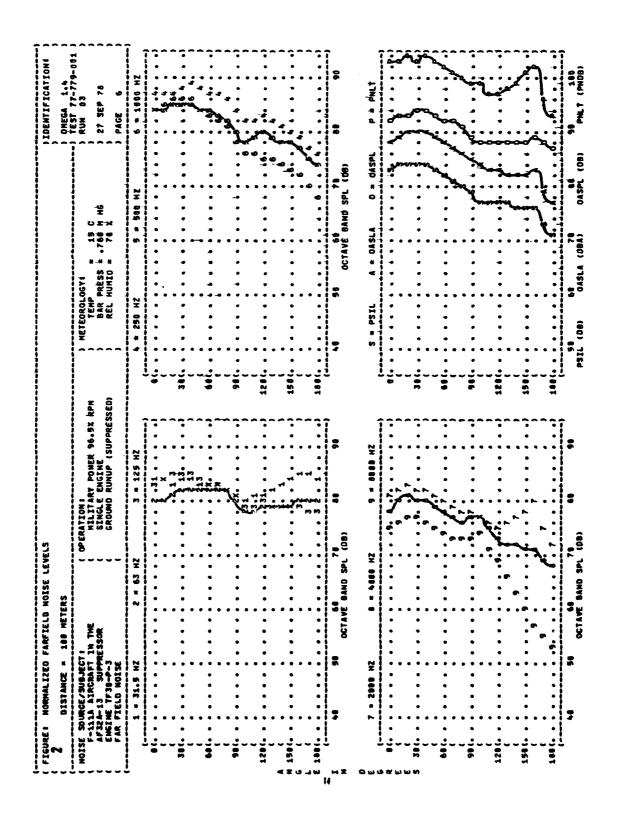
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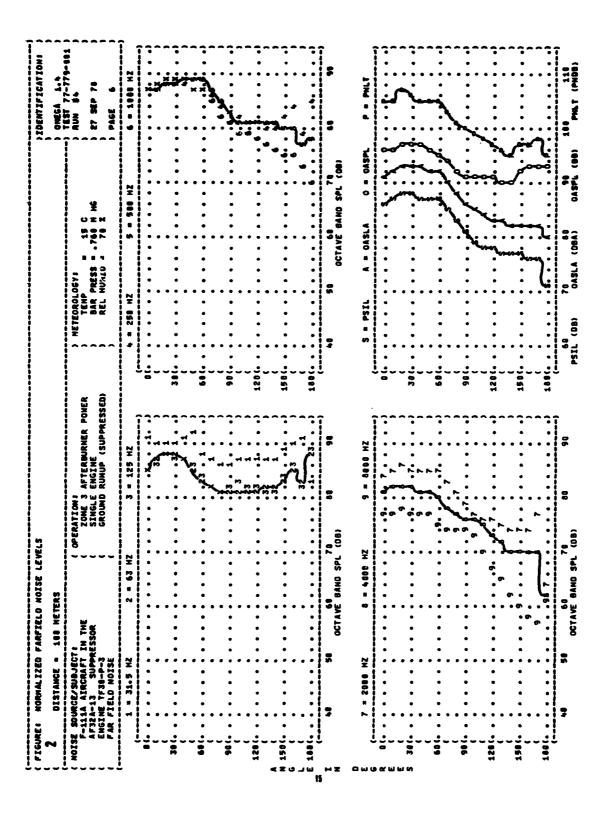
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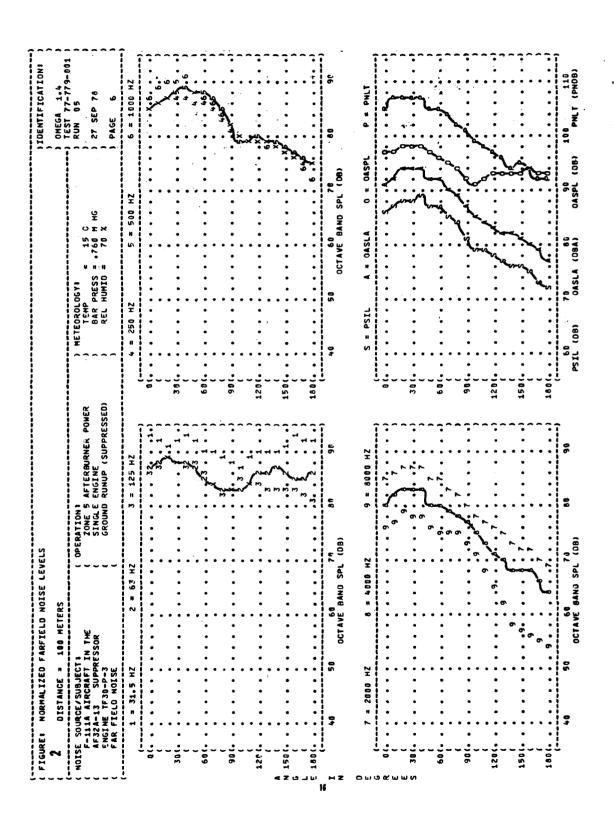
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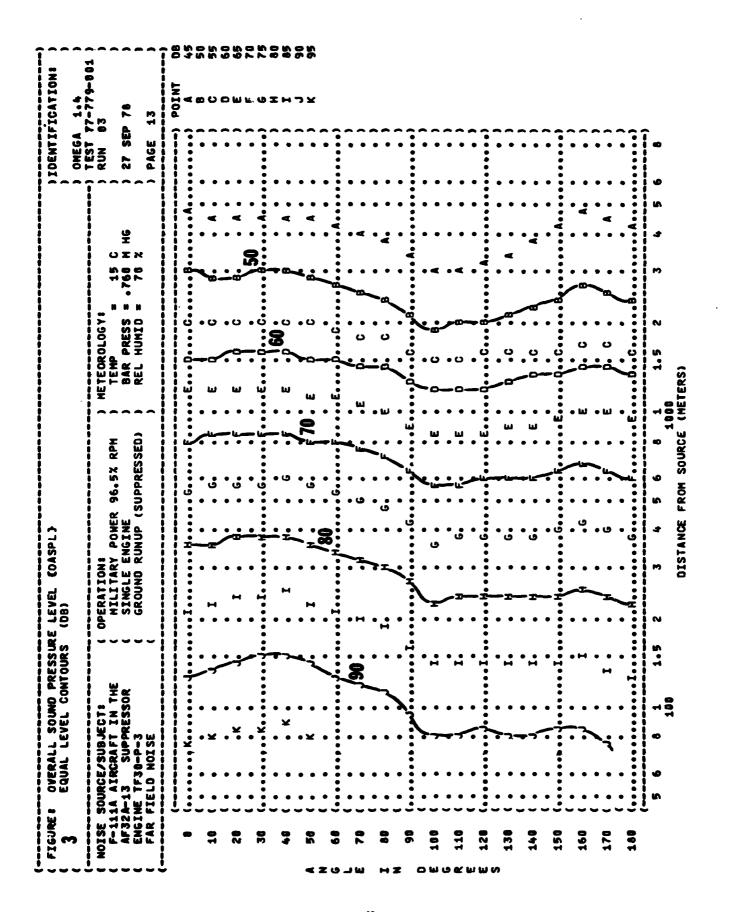




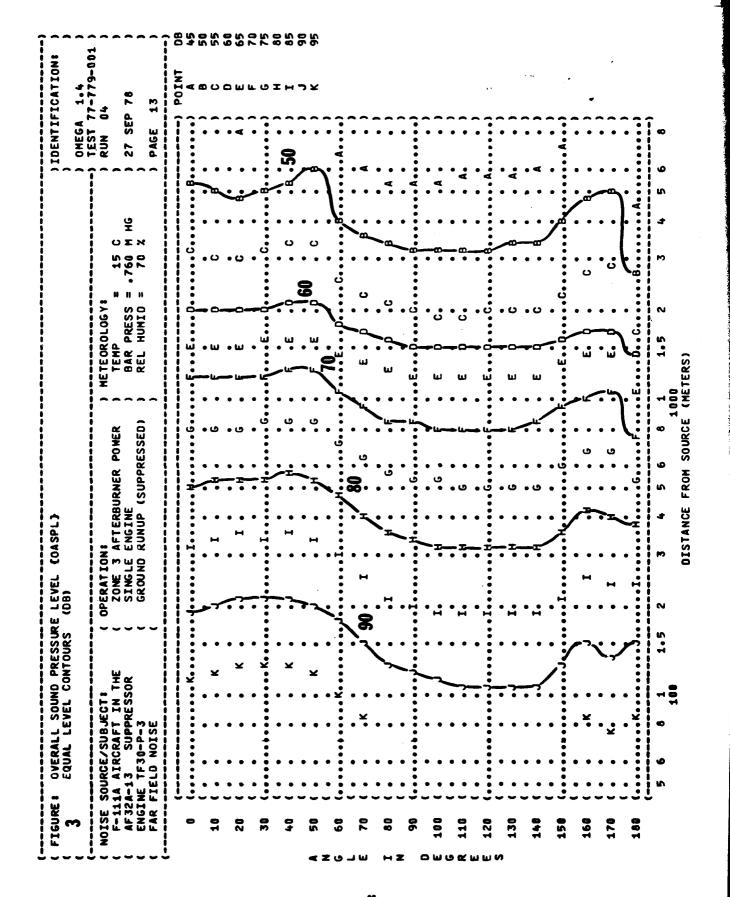


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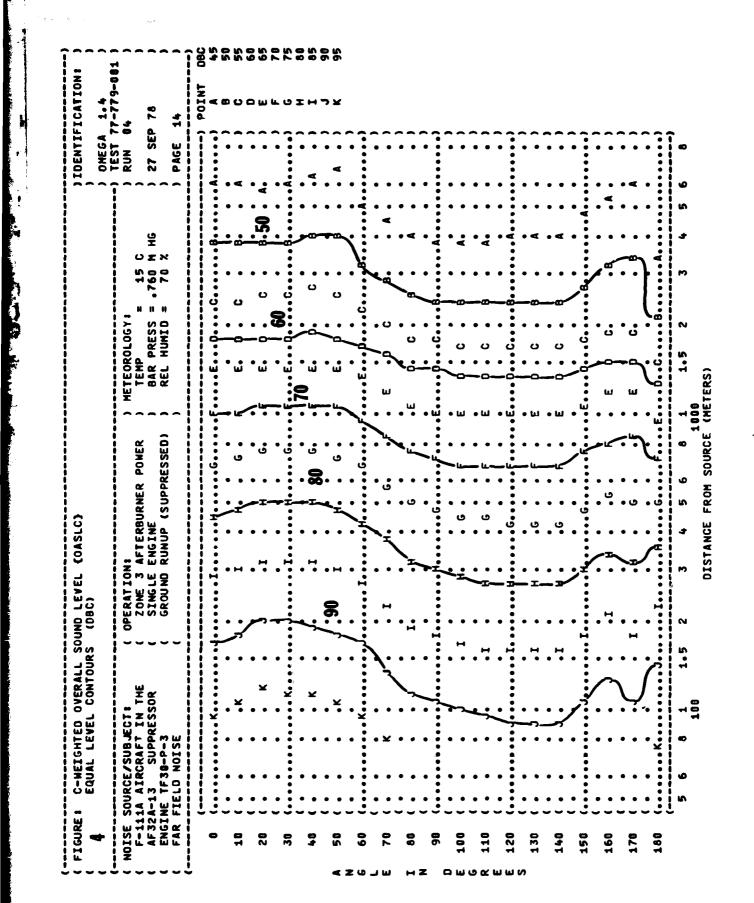


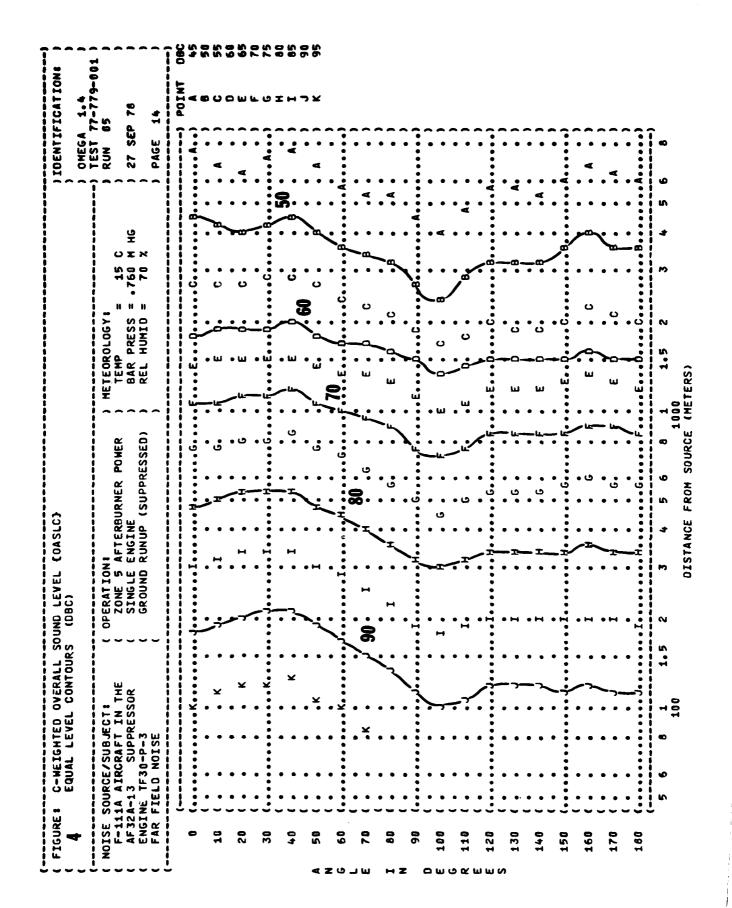
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PERSONNEL MAY BE EXPOSED UP TO 960 MINUTES PER DAY  AT ALL DISTANCES FROM SOURCE EQUAL TO OR GREATER THAN 75 METERS  FOR ALL ANGLES EVALUATED (INDICATED BY < AT LEFT)  UNDER THE FOLLOWING EAR PROTECTION CONDITIONS:  MINIMUM QPL EAR MUFFS  AMERICAN OPTICAL 1700 EAR MUFFS  V-518 EAR PLUGS  COMFIT TRIPLE FLANGE EAR PLUGS  H-133 GROUND COMMUNICATION UNIT  5 6 8 1 1.55 2 3 4 5 5 6 8 11 1.55 2 3 4 5 6 8 11 1.55 2 3 4 5 6 8 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0	NOISE F-15 AF3; FAR	1	( OPERATION: ) METEOROLOGY: ( MILITARY POWER 96.5% RPM ) TEMP = 15 C ( SINGLE ENGINE ) BAR PRESS = .760 M ( GROUND RUNUP (SUPPRESSED) ) REL HUMID = 70 % (	) TEST 77-79-001 ) RUN 03 ) 27 SEP 78 ) PAGE 6
PERSONNEL HAV BE EXPOSED UP TO 960 MINUTES PER DAY  AT ALL DISTANCES FROM SOURCE EQUAL TO OR GREATER THAN 75 METERS FOR ALL ANGLES EVALUATED (INDICATED BY < AT LEFT) UNDER THE FOLLOWING EAR PROTECTION CONDITIONS:  HINIMUH QPL EAR HUFFS  AMERICAN OPTICAL 1700 EAR HUFFS  V-51R EAR PLUGS  COMFIT TRIPLE FLANGE EAR PLUGS  H-133 GROUND COMMUNICATION UNIT  5 6 8 1 1.5 2 3 4 5 6 8 1 1.5 2 3 4 5 6 8 1 1.5 2 3 4 5 6 8 100 1.5 2 1 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.5 100 1.	~			(
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F-111A AIRCRAFT IN THE AF32A-13 SUPPRESSOR ENGINE TF30-P-3 FAR FIELD NOISE (C. C.	( ZONE 5 AFTERBURNER POWER ) TEMP = 15 C ( SINGLE ENGINE ) BAR PRESS = 760 H ( GROUND RUNUP (SUPPRESSED) ) REL HUMID = 70 % )  HAY BE EXPOSED UP TO 960 MINUTES PER DAY	6 170000
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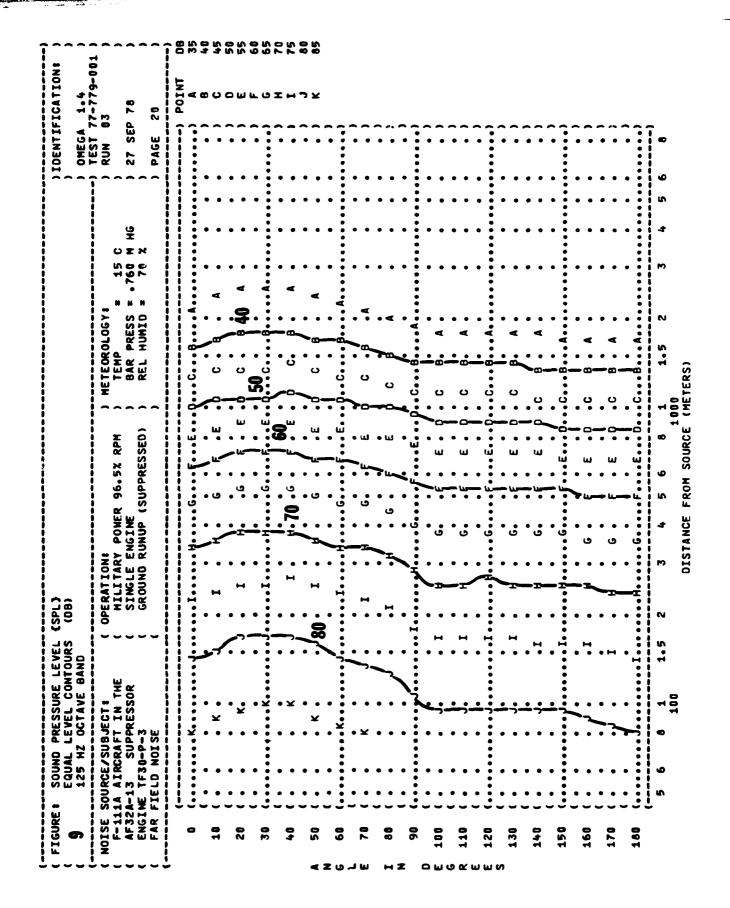
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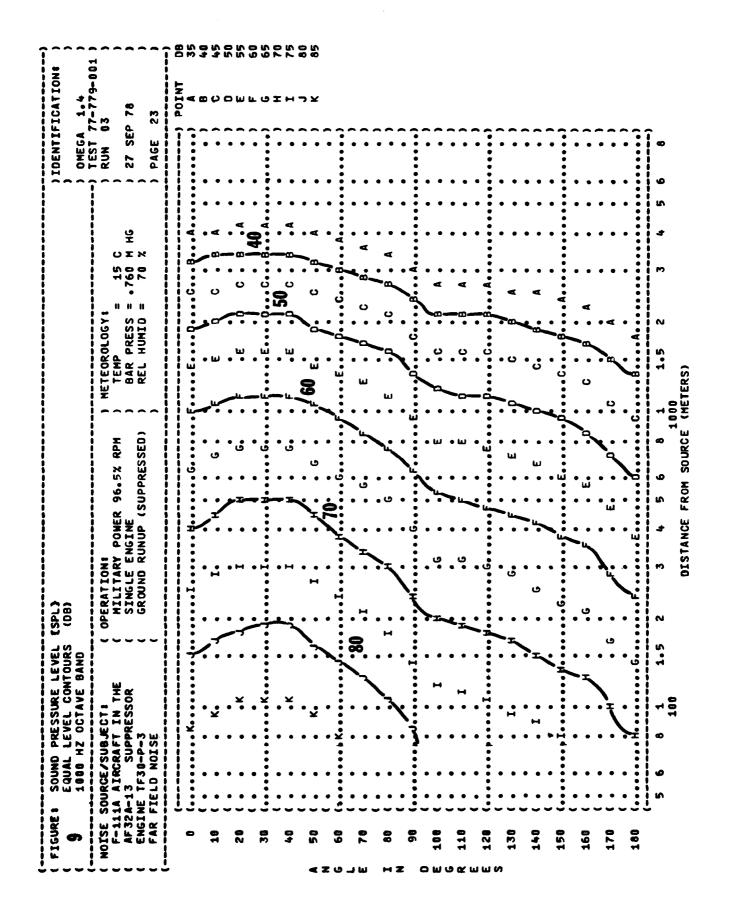
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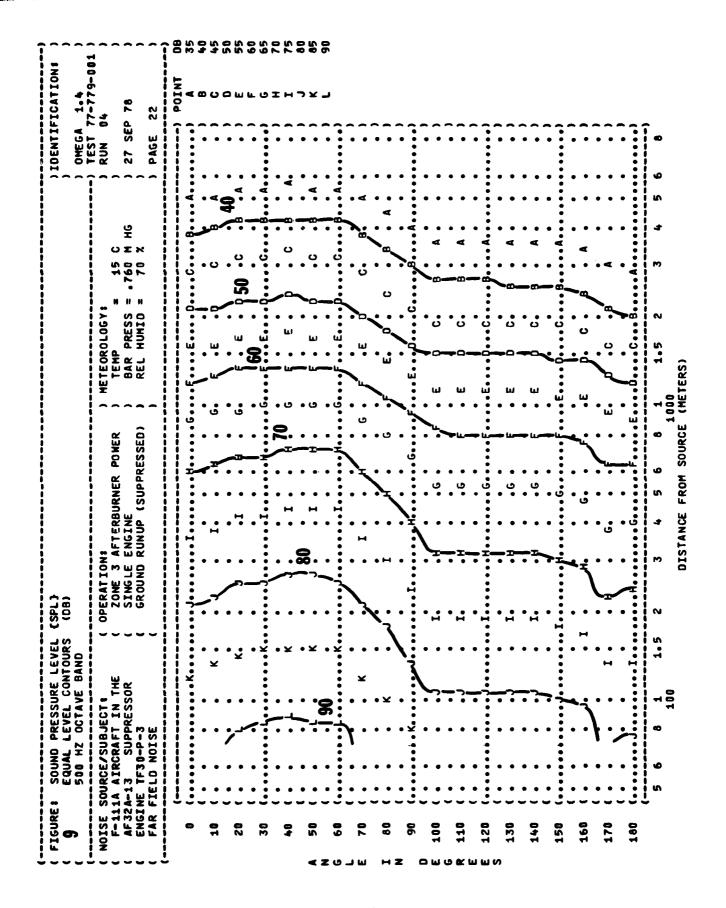
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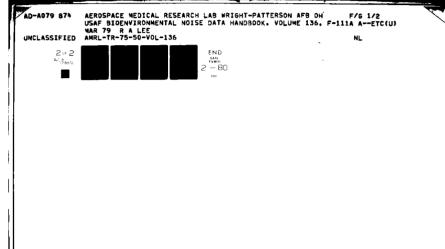
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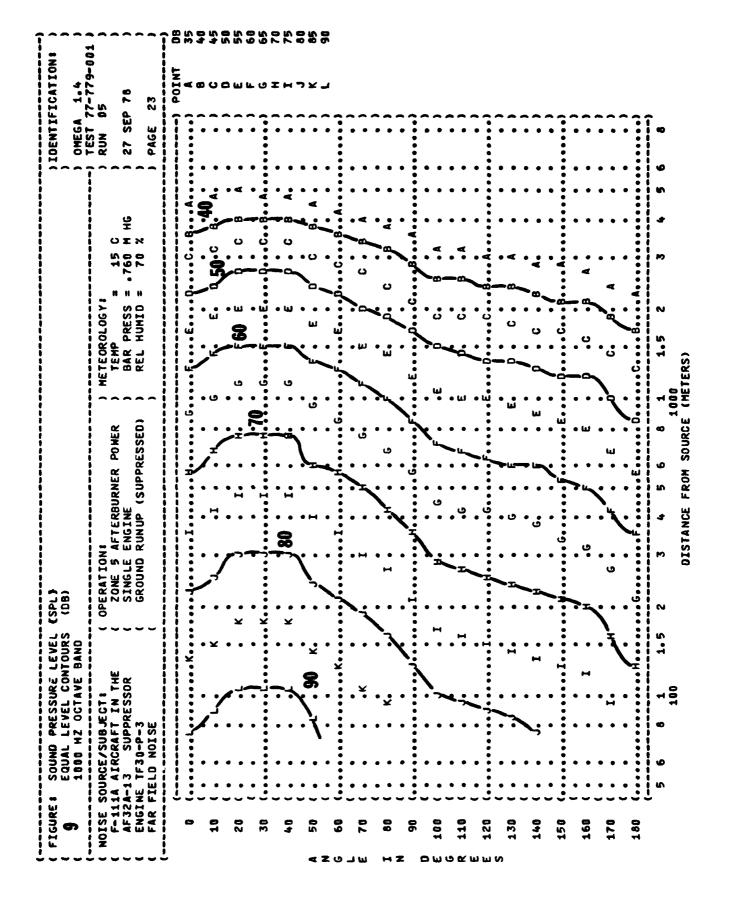
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